

ATC-West *FLYER*

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ATC FLYER #2

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INTRODUCTION—I hope that this newsletter finds you with a prosperous 1980 and I would like to take this opportunity to wish all of you a healthy and Happy New Year. This is our second newsletter and we will try and get the 3rd edition out approximately the first of July, and then repeat it semi-annually every January and July. Lots has been going on with us at ATC, so let's get started.

Deliveries of the ATC 810 have begun. Our ATC 810 Demonstrator is installed at K. C. Piper Sales, Johnson County Executive Airport, Olathe, Kansas (VOR 113.0). If you would like to see it when you are in the area, give me a call or contact Rich Carlson, 913-782-0530, and ask him to set up an appointment for you. The same FAA approvals for the ATC 610/710 apply to the ATC 810 with more expected to follow. Of course with the cost of fuel continuing to go up, the ATC 810 for twin engine training makes more and more cents. Also, we hope to have a half day class on the ATC 810 which will offer irregularities and approaches in the Simulator as well as ground school reviewing your aircraft owners manual and emergency procedures. As we all know it is very difficult to stay current and hopefully this program will give multi-engine pilots in the area a chance to maintain their proficiencies for a reasonable amount (about one and a half hours worth of fuel on a typical twin).

Just like death and taxes we had a price increase on all of our products effective February 15. Suggested retail Price on the ATC 610 is now \$5950.00, ATC 710 is \$8,450.00, the ATC 810 is \$25,950.00 and the 112H is \$19,950.00. All accessories additionally have gone up a similiar 15%.

We will be participating in the Regional AOPA Fly-In during May here in Kansas City. The ATC 810 will be at the show. I will be glad to see any of you at those meetings and visit with you.

SERVICE—Many items have come to our attention we will go through them here. Hopefully this will be of information to you and we ask you to make sure you keep this newsletter for future reference.

A. Our Service Center is doing well. We do have a supply of spare parts and are able to take care of most problems in 7-10 working days. If you have any questions please go ahead and give us a call.

B. If, however, you can't get in touch with us and have a question on service, ATC has established a toll free number that will put you directly in contact with the ATC service representative. His name is John Lanier and he has been working on the ATC Simulators for several years. The telephone number is 800-631-4198, extension 359. The best time to get in touch with them is first thing in the morning or in the late afternoon. This Watts line is used by more than just the service facility so try again if the line is busy. They are on Eastern Standard Time and between 11:30 and 12:00, they are

at lunch. However, you can leave word with the switch board, they will give John a message and he will get back with you. His services have been working quite well and John is very conscientious about his work.

C. Static electricity problems are quite common with all types of computers. While certainly nothing in your Simulator is particularly susceptible to static electricity nor have any problems been documented, it seems that a few precautions might be in order. One suggestion is be that even though your Simulator is grounded with the grounding plug, make sure that you touch something metal or ground yourself before touching the Simulator or the plotter. If you are wearing rubber soles you will carry the static elect-charge with you as you are effectively isolated from the ground. Also on very cold dry days a humidifier of some type operating in the same room will hold down static electricity, while operating the simulator.

D. Plotters—I get requests for repairs, realignments, or adjustments on the plotters. These plotters are, if within one year of purchase, covered by warranty and warranty must be accomplished at any Esterline Angus Approved Service Facility. The approved service facilities within our area are as follows:

1. Pacific Northwest;
Automation Services
2615 W. Casino Rd.
Everett, Washington 98204
Phone #: 206-347-5272
2. Texas area;
Esterline Angus Service
10161 Harwin, Suite 102
Houston, Texas 77036
Phone #: 713-270-8000 Attention Gary Fox
3. Chicago area;
Esterline Angus Service
188 Industrial Drive, Suite 110
Elmhurst, Illinois 60120
Phone #: 312-833-4410 Attention Wahab Khan
4. Detroit area;
George R. Peters Company
Box 850 1944 Kirks Rd
Troy, Michigan 48099
Phone #: 313-362-1220
5. Denver area;
PCI Service Inc.
1791 W. Warren Avenue
Englewood, Colorado 80110
Phone #: 303-922-6304
6. Portland area;

West Con Inc.
5101 North Interstate Avenue
Portland, Oregon 97217
Phone #: 503-283-0132

We have not seen any particular problem with the XY Plotter. We pass this information to you so that you can contact these people directly as we are not approved for Plotter Service. By contacting the office closest to you, you should be able to expedite your repairs if they are required.

E. Plotter Pins—Sometimes the plotter pins, even when the pen is down, do not make contact with the paper. This happens two times: sometimes the pen has been pushed back or jammed up into its track. All you need to do is pull it down a little bit until it makes contact. Or if the point of the pen has been worn through repeated usage, perhaps the pen again should be pulled down to make better contact with the paper.

F. During the past several months we have received calls about simulators have been performing O.K. suddenly giving unusual and incorrect readings for the various Nav-aid locations. Checking further we've found that usually when the above problem has occurred it is just after the program card had been changed or the unit moved. In all cases we've solved the problem by having the program board reset in place. Remember—without the program card installed, the simulator does not know where to place VOR's or airports. All VOR's and airports then go to the center of the chart and all indications will be from the center of the chart. The program card must snap into place sliding down about 1/4" further after first resistance is felt. Though improbable the card can go in slightly crooked giving you some correct VOR and/or airports.

In all cases the correction is to pull the program card partially out and reinsert exerting gentle but firm pressure to until you hear the board snap into place. Note—the ADF positions are not controlled by the program card, they are permanently programmed into the simulator. So in the above situation with the program cards, if you had preset the simulator to another position, you would get correct ADF indications and incorrect VOR indications adding to the confusions. This has been a long and involved discussion, but hopefully it will clarify the situation and help you avoid future problems.

Finally, we have the following programming cards. Dallas: Altus Oklahoma: Cape Girardeau, Missouri: St. Louis, Missouri, Kansas City: Minneapolis: and Denver. The price on the boards will be \$395.00 through April 15, 1981 per board to include Program Card, Approach Charts, and Area Chart. One note, the Denver area altitudes have been revised downward to meet the glide slope intercept altitude requirements (maximum 5800) of the ATC 610 and ATC 710.

INSTRUCTION TIP— While your ATC 610/710 has many applications for instrument students, many of its features can be quite useful in training primary students as well. A useful procedure for primary VOR orientation is to select any VOR and use the position preset feature to locate the Simulator around the VOR. All types of heading, radial, and to/from combinations can be demonstrated giving the student a sound understanding in VOR orientation. Also, the same procedure can be used for lost and found practice. For the instrument student, set him at Budd NDB with a holding clearance. Then preset to various points and have him execute the clearance. Good practice for

holding pattern entries and orientation.

INDIVIDUAL VIEW POINTS

A. During the last month we have had the regrettable experience of helping with the disposal of simulators from the estates of two of our customers. Unfortunately one of these situations was a weather related airplane accident. Our comment on this unfortunate circumstance is that you made the decision to own and use the Flight Simulator to help you maintain your proficiency and benefit as well from the economics and convenience. Just make sure you're using it. Just the athlete needs to train in order to be a peak for the big race, we IFR pilots must maintain continual training to maintain our skills. Flight in actual IFR conditions truly represents the culmination of all your training and will require both proficiency and confidence for you to complete your flight in an orderly manner. If you aren't already, try practicing at least two or three hours a month on your Simulator and see how much more proficient you will be not only in the IFR work but in your VFR flying as well.

B. During this time of increasing inflation and rising costs of operating airplanes our simulators now become an even more worthwhile training tool. However, we would like to recommend that while our simulator helps us save money, the system that we actually operate our aircraft in continually comes under scrutiny from various governmental agencies. Now even with billions of dollars left over in the airport trust fund, airports go wanting for aids and improvements and even the new administration has mentioned the possibility of raising user fees to make general aviation support its "share". We can only suggest that you make sure that you keep up with the developments in this area and let your elected representatives know your feelings. Only in this way, will we be able to make sure that the system, and in its funds are utilized in the best way to keep our flying safe, convenient, and economical.

In closing, this has been our second newsletter. Certainly if there is anything we can do for you or any questions you have about simulators, additional approvals, or special use items, don't hesitate to give us a call. We will do our best to get whatever information you require back to you just as quickly as possible. Also, if you have something you'd like to comment on or add, feel free to drop us a line; we would like to hear from you.

Jim